stone, and will stand against the westernmost pillar. The roof will be open-framed of deal, and stained, as will also the pulpit, desk, and pews. The chancel will be paved with Minton encaustic tiles (Mr. Minton gives 100*l.* towards the building besides). The accommodation will be for about 670, and the cost is about 2,000*l.* Messrs. Ward and Son, of Hanley, architects; and Mr. Richard Wilson, of Hull, builder.

Oldham.—The corporation of Oldham have resolved to purchase the gas and water works, and to manage them for the public benefit. The unseemly conduct of gas companies, in their squabbles with one another in the first place, and their conspiracies against the public in the next, together with the inferior quality and high price so frequently complained of, and so seldom amended without compulsion, are likely to promote the adoption of the system carried out at Manchester and elsewhere so successfully, and so much to the public profit and the extension of municipal improvement.

Slaidburn.—Dale Head Church, in the parish of Slaidburn, was consecrated on Wednesday in last week by the Bishop of Ripon. The architects of this building were Messrs. Healy and Malinson, of Halifax; contractor, Mr. N. Wilkinson.

Hull.—The members of the Hull Literary and Philosophical Society, and of the Hull Subscription Library, have resolved to unite in the formation of new buildings on a site in Albion-street. The outlay contemplated by the former is about 5,500*l.*; and by the latter, about 4,000*l.* Plans have been prepared by Mr. C. Brodrick for the proposed buildings, which will have a single façade of 160 feet. The site comprises 1,534 yards, and is to cost 1,329*l.* The lecture-hall of the society, by the plan, is 74 feet by 55 feet. There is a corridor 90 feet long and 20 feet wide, in which statuary may be placed, and the museum, on either side of the corridor, is 96 feet long by 32 feet wide on one side, and 90 feet long by 28 feet wide on the other. There are also committee-rooms, laboratory, &c. There appears to be an anxiety to have the new building ready for the intended meeting of the British Association at Hull.

Glasgow.—The new bridges, at present in course of erection over the Clyde, are being proceeded with. The piers of the suspension bridge, which were taken down lately, owing to their insufficiency, are nearly rebuilt. Some of the arches of the Victoria-bridge are nearly thrown across from pier to pier.

Inverness.—A plan by Mr. Mitchell for improvements on the Castle-hill has been agreed on, and the execution contracted for by Mr. Henry, who is to proceed with the work forthwith. The contractors for the new bridge, according to the local *Advertiser*, are likely to continue the works, having shown a satisfactory balance-sheet to their creditors at a meeting lately held in London.

"THE GUIDON."—Dear Mr. Editor,—The occurrence of this term in the Order for the procession on the occasion of the Duke of Wellington's funeral led me to look for its signification; and as some of your other readers may not be acquainted with it, I send you what I found. In an ordinary encyclopædia it says: "*Guidon*—A semicircular banner used at funerals, on which are painted the crest and motto of the deceased with ornaments. This trophy cannot properly be carried in any funeral procession except that of a field officer." In the Harleian MS. No. 2358, is written, "Every *guydhome* is to have in the chiefe (i.e. the part next the staff) the crosse of St. George, to be slitte at the ende, and to conteyne the crest or supporter with the posey, word, and devise of the owner." The cross of St. George would now give place to the Union Jack. In Parker's Glossary of Heraldry a *Guidon* or *Guidhomme** is described as "a flag resembling the standard in form, but less by one-third." A duke's standard is seven yards, so the size of the guidon can soon be discovered.—BELLA B.

* In this mode of spelling may perhaps be found its derivation. He who carried the banner was sometimes called the *yuidon*. The name *yuidon* was given to a company of priests established at Rome by Charlemagne, whose office it was to guide pilgrims to Jerusalem.

DESIGNS AND THEIR EFFECT IN EXECUTION.

DISAPPOINTMENTS frequently arise in carrying out certain designs which look exceedingly well on paper, often to the astonishment of committees, who advertise for, and afterwards decide on, competition drawings. It may be a matter of surprise to them, as well as to amateurs in general; but that they are disappointed in their expectations of beholding models of taste and elegance in their preferments, is a common occurrence. The result probably happens through want of experience in contrasting drawings with their respective constructions, and ignorance in the application of truthful geometrical features to edifices;—particulars, neither understood by the amateur nor the "practical man:" many designs which are prepossessing on this scale, grow displeasing on the full scale of construction, and when the deep shadows of every little break and panel almost disappear, or blend into the tone of the material used, the builder stares at the monotonous expression of his edifice.

There are, too, certain small matters, scarcely ever taken into consideration, which render the best outlines displeasing, and sometimes make a wide difference between drawings and buildings; even wherein we may acknowledge the neatness of the former, in contradistinction to the slovenliness of the latter. One of these instances is, where the same colour is given to stone and cement, by the draughtsman; and again, in execution, where one material, by being painted, is made to resemble some other. Such deception produces many failures, as may be observed in façades, where cement capitals surmount stone columns, and ornamental members, in any kind of foreign composition, are mixed up with stone, for the sake of cheapness.

A brick building, cased with stone, is, perhaps, required for a public institution. From the fifty designs sent in, the committee, without partiality, may select one of a quadrangular form, or rather laid out in three sides of a square; with a tetrastyle porch on each flank, and a hexastyle one on the principal front, for the sake of distinction. The drawings also recommend the choice, finished with accuracy; and every little break and minute line of moulding being well marked and deeply shadowed, the design shows an elaborate variety, and a pleasing union of art with novelty. Thenceforward it is forced on the approbation of the public, who patiently await the result of the undertaking. The edifice is finished, but it does not produce the admiration expected. It turns out to be a plain stone building, with the usual number of commonplace windows. What was intended to be a cornice appears a simple string: the flimsy mouldings on the capitals cannot be seen, and the imaginary pilasters altogether disappear from the surface; and, at the distance of 300 yards, this colossal building, which cost the community so much money, does not show one-tenth part of the features exhibited on the drawings, resembling an asylum built for a needy corporation in indigent times, instead of an institution erected by wealthy and benevolent citizens.

The committee should not allow themselves to be misled by errors, arising from want of judgment, while there are architects in this country to whose decision an appeal can be made.

Some of our provincial buildings are strange compositions. One market-house has a templar vestibule, another is like a convent, a third like a prison: an infirmary may be mistaken for a well-built factory, a library for a chapel, a town-hall for a theatre:—it were endless to cite the inconsistencies. But out of the anomalous mass, one useful lesson may be learned—that utility of purport, one of the principal points necessary to be remembered, in order to render a design perfect and harmonious, is altogether lost sight of in the artist's mind. To this neglect may be traced all useless ornamentation, whimsical appendages, and exotic ramifications. By bearing it in mind, we know that designing useless work is wasting material, if not wasting intellect; that when introducing a number of blank windows, with drip-moulds, bosses, and columnar jambs, an architect cannot be serious. Although each may flatter himself that his composition looks well, particularly on paper, when there is no utility of construction connected with such untowards aids for effect, what embellishment can be derived from introducing them? If each member have any beauty in itself, it is heedlessly passed over by the beholder, on account of its inutility, and therefore condemned as superfluous, if not nonsensical.

F. SULLIVAN.

BUILDING SCRAPS FROM IRELAND.

A NEW bank is to be built at Londonderry by the Belfast Banking Company, from the designs of Mr. C. Lanyon, architect.

Mr. Dargan has now in progress the works of the Waterford and Limerick Railway from Tipperary to Waterford, from Dublin to Drumdrum, and Dundrum to Wicklow; Killarney Junction from Mallow to Killarney, and the extension tunnel at Cork, near the new docks on the Lee; also the Dublin Exhibition Building. We may mention that he constructed the Dublin and Kingstown Railway in 1833; the lines from Dublin to Cork, with Carlow branch from Enfield to Galway, from Belfast to Ballymena, and to County Down; also to Dublin, with Howth branch; Newry to Warrenpoint (worked by himself), Dundalk and Enniskillen; the South-Eastern; Cork Blackrock and Passage; also the Ulster Canal (45 miles in length) which joins Lough Neah and Upper Erne; he has constructed and is working on least new canal and basin at Newry; new chain at Belfast Harbour (and the reservoir on the Bann); he is an extensive flax cultivator on his property of 3,200 acres at Kildinan; has built for himself a large flax-mill at Rathcoole; has placed a line of steamers on Lough Neagh and between Newry and Liverpool; farms 2,000 acres near Moate, county Westmeath; also at Killester and Kilmacud, county Dublin.

We believe it to be the intention of the Newry and Bandon Railway Company to extend their line to Trimoleague, with a branch to Clonakilty, at an outlay of 200,000*l.*

The contract for the lattice and suspension bridges about to be erected over the River Bann, by the Commissioners of Public Works, has been taken by the Drogheda Iron Company.

A new club-house is to be erected by the Royal Cork Yacht Club of Queenstown, but we are given to understand it is not to be commenced until some time in spring. The plans exhibit the ordinary apartments of dining, reading, billiard, and coffee rooms, with library and all the requisite culinary offices, &c. The probable expenditure will be from 2,500*l.* to 3,000*l.* Mr. Benson, county surveyor, is the architect.

Steps are being taken for the permanent preservation of the Industrial Building in progress of erection at Dublin, we believe on a more extended site than the lawn of the Royal Dublin Society's house.

An extensive hotel is being erected at Queenstown by the Messrs. Scott, and the foundations are already advanced.

The works at the Roman Catholic Church at Ballinamore, county Leitrim, have been resumed after a lengthened suspension. It will be an extensive building in the Gothic style.

The establishment of an extensive linen factory in the neighbourhood of Galway is projected.

A new brewery on a large, and what is said to be improved principle, is in progress of erection at the north side of Dublin. The buildings occupy a large space of ground between Russell and Portland streets. The plans, &c. have been furnished by Mr. Davidson, and the carrying out of the works is entrusted to Mr. E. P. Gribbon.

The R. C. church at Balbriggan is to be newly decorated in the interior, to have a groined ceiling, &c. Tenders have been received according to plans originally furnished by Mr. P. Byrne, architect.

New stations are to be erected at Balbriggan and Kells, on the Dublin and Drogheda Rail-